
TENTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

MASSACHUSETTS NAUTICAL SCHOOL:

TOGETHER WITH

REPORTS OF THE TREASURER AND RESIDENT OFFICERS.

OCTOBER, 1869.

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1870.

MASSACHUSETTS RAILROADS



Commonwealth of Massachusetts.

TRUSTEES' REPORT.

*To His Excellency the Governor, and the Honorable
Executive Council.*

The Trustees respectfully present their Tenth Annual Report of the Massachusetts Nautical School. The end of the first decade is an interesting period in the existence of an institution, and naturally disposes us to review its history, and mark how far the expectations of its friends and founders have been realized.

On the seventh of September, 1859, His Excellency Gov. Banks, in a message addressed to the Speaker of the House of Representatives, on the occasion of the destruction by fire of a part of the establishment at Westborough, suggested that that time afforded a favorable opportunity for the consideration of the subject of Nautical Schools, and followed up the suggestion by an able argument in favor of such institutions. The matter was referred to a committee of the legislature, who, on the twelfth of October, reported by their chairman, Martin Brimmer, Esq., in favor of establishing a nautical branch of the State Reform School, and a bill to that effect was immediately passed. A Resolve for the appointment of a commission for the purchase and equipment of a vessel for the use of the school followed, and on the fifth of June, 1860, the ship "Massachusetts," having been purchased and fitted with great judgment by the commissioners, was dedicated by proper ceremonies. On the twenty-sixth of July following, fifty boys were received

from the Westborough Reform School, and the necessary officers having been appointed, the active duties of the school immediately commenced. The report of Mr. Brimmer expressed the intentions and expectations of the legislature in its recommendation, "that the discipline established should be that of a well-ordered man-of-war; that the boys should be instructed in all the duties of seamen, and in such knowledge as would be useful to them in any pursuit, as making and mending their own clothes and shoes, and preparing their food; and that they should be taught the ordinary branches of education, and, as far as possible, navigation," adding, "it is supposed that they could in those ways be sufficiently employed." So rapidly had the school gained in the good opinion of the legislature, that, on the fifth day of May, 1864, that body passed a Resolve for the purchase of an additional vessel, and made an appropriation for that purpose, which, proving insufficient, was enlarged by a Resolve of the next legislature, passed on the fifteenth day of May, 1865. With the money so appropriated the ship "Art Union" was purchased, her name afterwards being changed to the "George M. Barnard," in honor of the distinguished merchant of that name, who had made a generous donation of five thousand dollars toward the purchase. The new ship was dedicated on the twenty-eighth of February, 1866, and, on the seventh of March, her school commenced with one hundred of the oldest boys transferred to her from the "Massachusetts." On the eleventh of the next June, the ship "Massachusetts" sailed for New Bedford, where she had been stationed by order of the governor and council, that place continuing her home-port, as Boston has been that of the "George M. Barnard," to the present time. During the ten years of its existence there have been 1,950 boys committed to the institution, whose ages have averaged about fifteen years. Of these 778 have been shipped in the national, merchant, and whaling service; 76 enlisted in the army; 644 have been discharged on probation; two have died from accidents on ship-board, and nine from disease.

During the past year the health of the boys has been remarkably good; regular daily instruction has been given them; their progress in their studies has been satisfactory, and their conduct in school and while engaged in their nautical duties,

at sea and at moorings, has merited the approbation of their officers and of the board of Trustees. The number of boys who have been inmates of the institution during the year is 476, of whom 206 have been discharged, 93 being shipped in the merchant and whaling and one in the revenue service, and the remainder on probation.

Such, in brief, is a history of the ten years of the institution, and the Trustees have reason to believe that it has accomplished a good work. Of the 1,700 boys that have left the School, we know by report and personal knowledge, that many of them have become exemplary young men, performing their obligations to society and to the State that has so carefully guarded and instructed them. We do not expect that any discipline will entirely change the natural disposition of a boy; but we do know that much can be done in giving a proper direction to his energies and capacities, in making the exercise of self-restraint easier, in cultivating self-respect and self-reliance, and in making him understand and realize that he has a part to perform and a right to aspire to the highest cast in the great drama of life. The thorough reformation of a class of boys, most of whom inherit, from a vicious parentage, dispositions which lead into crime; whose education and associations, up to the time when they came under the care and guardianship of the State, were among the most depraved, and who had never known the comforts of a home, or enjoyed the least moral or mental training, cannot reasonably be anticipated; but it would be quite as unreasonable to believe that a lad who has been a member of the Nautical School, and had the advantages of its daily school, of its preparation for a life of honorable usefulness, of the frequent advice and counsels of the most distinguished men of the country, would leave without being every way better,—better educated, morally and physically, with higher aspirations, and better qualified to become good and useful members of society. We believe that the School has done so much for a large proportion of its hundreds of graduates; and we confidently hope that it is accomplishing the objects and reasonable expectations of its founders and friends.

During the past year similar institutions have been established in the city of New York, in the city of Glasgow, Scotland,

and information has been asked by the citizens of Cork, in Ireland, looking to the starting of a similar school in that city. The present grand jury of the District of Columbia recommends "the establishing of a school ship, similar to that now used in Boston Harbor, anchored at some suitable point on the Potomac River," for a Reformatory school. The Executive Committee of the Prison Association of New York, in their report of the present year, after enlarging upon and doing full justice to the success and usefulness of the Massachusetts Nautical School, say: "The Executive Committee have gone into this detail, because we regard it of the highest importance that a similar reformatory agency for juvenile delinquents should be instituted in New York without delay;" and they conclude their report with earnestly pressing upon the legislature the great importance of prompt and efficient action in reference to this matter.

We state these facts, supposing it would interest you to know the influence that the Massachusetts Nautical School is exercising in foreign countries, and in other States of the Union.

We owe many thanks to our numerous friends, whose favors are more particularly acknowledged in the report of the Superintendent, for their kindness and attention to the boys during the past year.

We beg to refer you to the accompanying reports of the Superintendent and teachers, and to acknowledge their faithfulness to their several duties, and their hearty coöperation with the board of Trustees, in all their endeavors to enlarge the usefulness and elevate the character of the institution.

WILLIAM FABENS,
OSBORN HOWES,
JAIRUS BEAL,
THOMAS RUSSELL,
WILLIAM T. DAVIS,
ALFRED C. HERSEY,
MATHEW HOWLAND,
Trustees.

*Inventory of Property belonging to the Commonwealth, attached
to the Massachusetts Nautical School.*

SHIP "GEORGE M. BARNARD."

Hull, spars, sails, rigging, boats &c.,	\$40,000 00
2 mooring anchors and chains,	800 00
450 tons stone ballast,	450 00
2 water tanks, 12 water casks,	700 00
Property in boatswain's department,	400 00
in carpenter's department,	75 00
in school department,	400 00
in mess room department,	100 00
in cook's department,	100 00
in steward's department,	150 00
in library,	450 00
175 hammocks,	275 00
325 blankets,	250 00
150 boys' mattresses,	100 00
200 boys' caps,	75 00
275 pairs thin pants,	175 00
119 pairs thick pants,	300 00
150 pairs new shoes,	210 00
150 pairs second hand shoes,	50 00
125 new reefers,	600 00
100 old reefers,	100 00
500 new and old shirts,	475 00
Cloths not made up,	300 00
Cabin furniture,	175 00
10 tons coal,	100 00
4 brass cannon,	500 00
20 muskets,	50 00
20 bbls. bread,	80 00
Salt provisions	100 00
Molasses,	25 00
Flour,	30 00
Small stores of various kinds,	150 00

\$47,745 00

INVENTORY OF SHIP "MASSACHUSETTS."

Hull, spars, sails, rigging, anchors, boats, &c.,	\$24,800 00
30 fathoms 2-inch chain,	400 00
360 tons stone ballast,	450 00
2 water tanks and 12 casks,	400 00
Property in boatswain's department,	260 00
in carpenter's department,	75 00
in school department,	600 00
in mess-room department,	120 00
in cook's department,	250 00
in steward's department,	150 00
Cabin furniture,	350 00
125 hammocks,	90 00
260 blankets,	230 00
135 mattresses,	110 00
170 pairs shoes,	100 00
160 jackets,	300 00
100 pairs pants,	150 00
200 pairs old pants,	70 00
150 new shirts,	150 00
150 old shirts,	75 00
140 caps,	70 00
7 stoves,	100 00
15 tons coal,	150 00
4 brass guns,	600 00
30 muskets,	150 00
Ammunition,	25 00
2 bbls. beef,	28 00
1 bbl. pork,	26 00
2 bbls. flour,	16 00
12 bbls. bread,	48 00
2 bbls. molasses,	40 00
Small stores of various kinds,	125 00
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	\$30,508 00

TREASURER'S REPORT.

*To His Excellency the Governor, and the Executive Council
of the Commonwealth.*

The undersigned, Treasurer of the Massachusetts Nautical School, respectfully presents his Report, being the Tenth Annual Report submitted by the Treasurer of said institution.

He charges himself, from October 1st, 1868, to October 1st, 1869, as follows:—

With cash on hand, as per last report,	\$912 28
cash received from the State treasurer,	52,313 68
cash for special appropriations from State treasurer,	5,952 47
cash for boys discharged,	60 00
cash received from Sch. Mist for damages,	15 00
cash for sales,	17 23
cash from cities and towns,	6,668 74
	\$65,939 40

And he has credited himself with the following payments:—

Provisions and groceries,	\$18,981 51
Salaries and wages,	16,064 10
Clothing,	5,302 56
Fuel and lights,	1,266 17
Furniture, crockery and bedding,	1,334 50
Stationery,	569 11
Repairs and improvements,	5,122 10
Extraordinary repairs,	5,884 67

Miscellaneous,	\$996 57
Ship chandlery,	1,686 72
Pilotage,	652 00
Medicines and medical attendance,	290 64
Trustees' expenses,	279 50
Towing,	120 00
Deposited with State treasurer,	6,668 74
Treasurer's salary to July 1st, 1869,	400 00
Cash on hand October 1, 1869,	320 51
	<hr/> \$65,939 40

PROVISIONS AND GROCERIES.

37,522 pounds fresh meat,	\$4,957 99
2,396 pounds hams and tongues,	467 17
726 bushels potatoes,	587 28
1,031 pounds butter,	473 67
491 pounds cheese,	113 67
894 pounds lard,	211 95
94,590 pounds bread,	4,378 37
Milk and eggs,	226 86
2,624 pounds sugar,	422 57
2,182 gallons molasses,	1,173 22
451 pounds rice,	47 09
40 barrels meal,	228 79
11 bushels rye,	25 77
Ice,	53 90
127 bushels turnips,	101 50
Onions, squashes, beets and fruits,	549 88
Spices and herbs,	18 30
2,770 pounds salt fish,	159 12
133 gallons vinegar,	39 80
Fresh fish,	423 72
174,600 gallons water,	543 49
Raisins, tapioca and small stores,	240 50
126 pounds tea,	115 15
715 pounds coffee,	181 22
92 barrels flour,	944 25
Salt, saleratus, soda and cream tartar	79 87
Buckwheat and macaroni,	40 00
19 barrels apples,	96 84

5,622 loaves brown bread,	\$517 36
24 barrels pork,	658 63
41 barrels beef,	580 25
8 half-barrels beef,	127 75
50 bushels beans,	195 58
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	\$18,981 51

SALARIES AND WAGES.

Richard Matthews, Superintendent,	\$2,000 00
M. L. Eldridge, Assistant-Superintendent,	1,600 00
Sidney Brooks, Teacher,	1,200 00
Asa Blaney, First Officer,	900 00
Geo. P. Smith, First Officer,	900 00
B. Russell, Second "	540 33
I. Barrett, " "	50 00
Wm. Jenkins, " "	600 00
John Pennington, Third Officer,	240 00
E. Delaney, " "	209 33
W. S. Perry, " "	480 00
Ellis Seals, Steward,	480 00
W. S. Tilghman, Steward,	480 00
Simon Shepard, Cook,	480 00
J. Smith, "	319 67
J. Jones, "	100 33
N. Lund, Carpenter,	480 00
A. Greer, "	480 00
D. Seaton, Capt. Mess Deck,	30 00
R. Cornell, " "	248 00
John Adams, Capt. Mess Deck,	241 00
J. Coughlin, " "	30 00
C. Allen, " "	11 00
S. D. Whitney, " "	90 00
Wm. Grant, Capt. Berth Deck,	312 00
J. Thompson, " "	29 00
R. Harps, " "	376 00
M. Harrington, " "	30 00
E. Delaney, Coxswain,	180 00
L. Colson, "	360 00
M. Harrington, "	30 00

W. Frazar, Coxswain,	\$148 00
A. A. Eldridge, Assistant-Teacher,	400 00
G. Perry, " "	60 00
D. Wade, " "	40 00
F. I. Holmes, " "	20 00
A. W. Litchfield, Boatswain,	67 50
63 seamen at different times,	1,821 94
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	\$16,064 10

CLOTHING.

619 pairs boots, shoes and brogans,	\$868 35
Sole leather,	46 87
63 oil suits and 69 oiled caps,	217 26
53 dozen socks and mittens,	158 11
31 dozen straps and one dozen knives,	48 62
1,064 yards flannel,	454 46
Thread, buttons and needles,	153 72
288 jackets,	642 40
870 pairs pants,	887 40
843 shirts,	723 05
57 yards satinete,	43 45
Shoe-strings and eyelets,	12 28
Cotton cloth,	8 52
144 yards linings,	34 17
Caps,	22 17
871 yards jean,	247 94
Yarn and manufacturing tax,	13 05
717 yards beaver-cloth,	720 74
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	\$5,302 56

FUEL AND LIGHTS.

95 tons coal,	\$851 00
3½ cords wood,	42 75
264 gallons oil,	357 42
Matches and wicking,	15 00
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	\$1,266 17

BEDDING, FURNITURE AND CROCKERY.

Table-cloths and towels,	\$34 78
Crockery and glass,	218 05
Mirrors and pictures,	8 17
Cushions and arm-chairs,	35 30
Bocking, carpeting and oil-cloth,	100 58
166 mattresses,	315 25
1 bale husks and 1 spring-bed,	27 59
83 hammocks,	89 75
134 pairs blankets,	452 75
Pillows and feathers,	32 33
Sheets and pillow-cases,	19 95
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	\$1,334 50

BOOKS AND STATIONERY.

Books and envelopes,	\$189 26
Billet-heads, printing and binding,	38 00
Sidney Brooks' payments,	174 01
M. L. Eldridge's "	49 86
L. Hutchinson's bill,	44 55
Printing reports,	28 13
Treasurer's office,	45 30
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	\$569 11

REPAIRS AND IMPROVEMENTS.

Hardware,	\$223 94
Grates and deck iron,	10 06
Boat-knees and hoops,	10 56
Spy-glass and repairs,	21 50
Repairing organs,	28 50
Locks and lead pipe,	11 07
Enlarging cabin windows,	41 09
Making side windows,	22 75
Tin ware, stoves, and repairs,	328 86
Coal-hod and stove-polish,	3 81
Lumber,	163 49
Sole leather,	75 12
Paints, lead, oil and labor,	569 07
Deck lights,	11 49

Blacksmith work,	\$634 48
Shoe tools and boat repairs,	22 36
Window-glass, and repairing clock,	31 63
Castings and galvanizing,	50 07
Brooms, knives and spoons,	80 42
1,480 pounds soap,	90 72
Brass work and frames,	12 40
Top-gallant yard,	22 74
Jib-boom and spar maker,	74 72
Tubs, lime, rubber, packing, whitewash-brush,	17 69
Bristol brick, baskets, repairing quadrant,	11 08
Yellow metal,	90 61
Carpenter work,	779 60
Cleaning vessels' bottoms in dry dock,	40 00
Simpson's dry dock bills,	463 90
Caulking ship "Massachusetts,"	927 19
Duck and twine,	105 82
Pump and blocks,	136 36
School chairs,	9 00
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	\$5,122 10

EXTRAORDINARY REPAIRS.

Samuel Dammon's bill for plank,	\$1,267 47
Greene & Wood's " "	657 47
James Drew's bill for caulking deck,	386 24
Pardon Potter's bill for paints, oil and lead,	26 95
Sawyer & Read's bill for iron work,	119 07
Francis Low's bill, rigger,	815 06
B. M. Clark & Co's bill, painters,	120 13
Geo. E. Young's bill, spar maker,	1,100 00
Whiton Bros. & Co's bill, ship chandlers,	917 28
Z. D. Rich's bill, sail maker,	475 00
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	\$5,884 67

MISCELLANEOUS.

Combs, brushes, bags, baskets, blacking,	\$28 86
Primers and flannel for cartridges,	15 75
Powder and fireworks,	128 20
Dinners on shore and money to boys,	12 75

Railroad fares,	\$22 10
Transferring boys to and from New Bedford,	39 60
Police for arresting deserters, &c.,	198 20
Watchman, packing and sand,	12 45
Boat hire and hack hire,	12 15
Chests and telegrams,	46 02
Funeral expenses for boy, John Decker,	24 25
Express, carting and freight,	120 30
Postage and post-office box,	73 64
Stamps,	49 25
Newspapers,	65 00
Washing,	148 05
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	\$996 57

SHIP CHANDLERY.

Whiton Bro. & Co's bill,	\$402 80
Taber, Gordon & Co's bill,	102 48
A. Vincent,	13 38
New Bedford Cordage Co.,	588 97
Simpson & Hart,	414 73
Brooms, tar-oil and tar,	45 88
Oars and bunting,	71 75
Blocks and buckets,	46 73
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	\$1,686 72

PILOTAGE.

J. Hursell,	\$57 00
Rowland Gardner,	355 00
F. Allen,	240 00
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	\$652 00

MEDICINES AND MEDICAL ADVICE.

Medicines,	\$111 14
Doctor Job Sweet's bills,	26 50
Doctor Folt's bills,	122 00
Doctor Abbie's bills,	31 00
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	\$290 64

TRUSTEES' EXPENSES.

Wm. T. Davis' bill,	\$13 00
Wm. Fabens' bill,	166 50
Office rent, one year,	100 00
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	\$279 50

TOWING.

Fairhaven Railroad bill,	15 00
Steamer "Joe Burke's" bill,	90 00
Steamer "Wm. Sprague's" bill,	15 00
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	\$120 00

The amounts received under head of boys discharged are as follows :—

Michael Moran,	\$10 00
Michael Fee,	10 00
Frank Corey,	10 00
Geo. N. Mills,	10 00
J. Kittrell,	10 00
H. F. Sampson,	10 00
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	\$60 00

The amounts received under head of sales are as follows :—

For old lumber,	\$10 23
Beef barrels,	7 00
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	\$17 23

The amounts received from cities and towns are as follows :—

Abington,	\$35 78	Braintree,	\$10 63
Amherst,	11 00	Cohasset,	12 28
Ashburnham,	44 64	Chatham,	14 28
Brookline,	36 85	Cambridge,	531 30
Boston,	2,353 19	Charlestown,	96 39
Brighton,	8 28	Chelsea,	40 07
Bellingham,	26 00	Chicopee,	10 50
Billerica,	18 00	Clinton,	11 28
Barnstable,	6 07	Dorchester,	35 64
Bridgewater,	6 50	Dartmouth,	20 56

Dracut, . . .	\$33 92	Northampton, . .	\$102 20
Dighton, . . .	6 50	Newburyport, . .	87 35
Danvers, . . .	23 14	North Brookfield, .	6 50
East Bridgewater, .	14 64	Newton, . . .	20 71
Easton, . . .	42 50	Plymouth, . . .	46 42
Fitchburg, . . .	5 07	Peabody, . . .	31 92
Fall River, . . .	155 76	Pittsfield, . . .	13 00
Framingham, . . .	13 00	Quincy, . . .	39 70
Fairhaven, . . .	2 07	Randolph, . . .	27 07
Gill, . . .	26 35	Richmond, . . .	26 00
Groton, . . .	36 57	Spencer, . . .	26 00
Gloucester, . . .	2 07	Stoughton, . . .	43 42
Greenfield, . . .	7 57	Salem, . . .	195 97
Haverhill, . . .	34 70	Springfield, . . .	57 77
Holyoke, . . .	21 35	Somerville, . . .	43 34
Hingham, . . .	44 84	Stoneham, . . .	26 00
Hudson, . . .	2 64	Stockbridge, . . .	13 85
Lowell, . . .	184 88	Sudbury, . . .	3
Lynn, . . .	176 34	Shirley, . . .	6 14
Lawrence, . . .	256 31	Saugus, . . .	31 92
Mattapoisett, . . .	30 50	Tyringham, . . .	3 71
Marlborough, . . .	26 00	Taunton, . . .	50 27
Marion, . . .	6 50	Uxbridge, . . .	37 56
Milford, . . .	26 00	Westborough, . . .	34 21
Mansfield, . . .	8 00	Weymouth, . . .	20 42
Medford, . . .	54 50	Westfield, . . .	21 85
Marshfield, . . .	2 64	Waltham, . . .	39 84
Monterey, . . .	10 70	Worcester, . . .	324 12
Natick, . . .	100 00	Winchester, . . .	13 64
North Bridgewater, .	63 12	Yarmouth, . . .	39 71
New Bedford, . . .	311 30		
Nantucket, . . .	\$78 00		
North Adams, . . .	98 20		
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			\$6,668 74

CHARLES W. REED,

Treas. Mass. Nautical School.

BOSTON, Sept. 30, 1869.

I hereby certify that I have examined the foregoing accounts of the Treasurer, and find them properly cast and vouched.

JAIRUS BEAL,

Committee on Accounts.

SUPERINTENDENT'S REPORT.

To the Trustees of the Massachusetts Nautical School.

GENTLEMEN:—The Tenth Annual Report is herewith submitted according to the provisions of the law.

TABLE NO. 1.

Showing the Number received and discharged, and the general condition of the School for the year ending Sept. 30, 1869.

Boys in the School Ships October 1st, 1868,	281
returned from probation and escaped,	3
returned voluntarily,	2
exchanged with the Reform School, Westborough, . .	7
committed during the year,	183
Whole number in school,	— 476
Boys shipped in the Revenue service,	1
shipped in merchant and whaling service,	93
discharged on probation,	90
died during the year,	2
sent to Westborough,	7
sent to House of Correction,	4
sent to Workhouse,	3
promoted to Assistant-Teacher,	1
promoted to Boatswain on the "G. M. Barnard," . .	1
discharged by the Governor,	1
deserted during the year,	3
Remaining in School Oct. 1st, 1869,	270
	— 476

TABLE NO. 2.

Showing the Admissions, Discharges, and the Average Number for each Month.

MONTHS.	Admissions.	Discharges.	Averages.
October,	10	40	251
November,	16	6	261
December,	16	13	264
January,	18	18	264
February,	14	8	270
March,	15	11	274
April,	15	34	255
May,	25	19	261
June,	22	11	272
July,	20	22	270
August,	9	16	263
September,	15	8	267
Totals,	195	206	264

TABLE NO. 3.

Showing the Ages of those Committed during the year.

Twelve years old, 8	Brought up, 154
Thirteen " " 23	Seventeen years old, 38
Fourteen " " 35	Eighteen " " 3
Fifteen " " 47	Total, 195
Sixteen " " 41	Average age, 15.21 years.
Carried up, 154	

TABLE No. 4.

Showing the Causes of Commitment.

CAUSES,	1869.	Previously.
Larceny,	75	673
Stubbornness,	47	538
Breaking and entering,	32	170
Vagrancy,	23	81
Returned from probation,	3	32
Voluntarily returned,	2	3
Assault and Battery,	1	40
Malicious mischief,	2	18
Drunkenness,	2	17
Incendiarism,	1	8
Transferred from Westborough,	7	127
Assault with a pistol,	—	1
Idle and dissolute,	—	51
Assault to rob,	—	8
Lewdness,	—	2
Receiving stolen goods,	—	2
Rape,	—	2
Forgery,	—	2
Total,	195	1,775

TABLE No. 5.

Showing the Number Committed by the Superior and Probate Courts from the several Counties.

COUNTIES.	Probate.	Superior.	Total.
Barnstable,	1	1	2
Berkshire,	2	4	6
Bristol,	8	—	8
Essex,	16	7	23
Franklin,	1	—	1
Hampden,	7	—	7
Hampshire,	2	—	2
Middlesex,	20	5	25
Nantucket,	—	—	—
Norfolk,	16	5	21
Plymouth,	5	3	8
Suffolk,	37	24	61
Worcester,	18	1	19
Dukes,	—	—	—
Exchanged from Westborough,	—	—	7
Returned from probation,	—	—	3
Returned voluntarily,	—	—	2
Totals,	133	50	195

TABLE No. 6.

Showing the length of time the Boys have been in the Institution who left last year.

One month,	6	Brought up,	158
2 months,	9	23 months,	5
3 "	3	24 "	7
4 "	8	25 "	3
5 "	7	26 "	6
6 "	3	27 "	2
7 "	5	28 "	4
8 "	3	29 "	1
9 "	8	30 "	1
10 "	4	31 "	1
11 "	9	32 "	4
12 "	16	33 "	—
13 "	3	34 "	4
14 "	13	35 "	—
15 "	17	36 "	2
16 "	8	37 "	3
17 "	9	38 "	1
18 "	6	39 "	—
19 "	5	40 "	1
20 "	10	44 "	3
21 "	3		
22 "	3	Total,	206
Carried up,	158	Average time in Inst., 15 mos. 9 dys.	

TABLE No. 7.

Showing the Nativity of the Boys committed during the year.

Born in Massachusetts,	130	Brought up,	170
New York,	11	Born in England,	6
New Hampshire,	6	Ireland,	8
Maine,	11	Scotland,	1
Connecticut,	3	British Provinces,	5
Rhode Island,	2	Germany,	2
Vermont,	2	South America,	1
Virginia,	2	Unknown,	2
Missouri,	1		
Wisconsin,	1	Total,	195
California,	1		
Carried up,	170		

TABLE NO. 8.

Showing the Nativity of the Parents of those committed during the year.

Born in Massachusetts, . . . 60	Brought up, . . . 129
New Hampshire, . . . 18	
New York, . . . 9	Born in Ireland, . . . 173
Maine, . . . 22	England, . . . 12
Virginia, . . . 5	British Provinces, . . . 22
Vermont, . . . 4	Germany, . . . 14
Rhode Island, . . . 4	Scotland, . . . 9
Pennsylvania, . . . 2	West Indies, . . . 1
Ohio, . . . 1	South America, . . . 2
Maryland, . . . 3	Unknown, . . . 28
Connecticut, . . . 1	
Carried up, . . . 129	Total, . . . 390

TABLE NO. 9.

Showing the Social and Domestic Condition, Employments and Habits of the Boys committed the past year.

Number who had lost one parent, 92
both parents, 18
whose parents were both living, 85
who had in-door employment, 130
who had out-door employment, 55
who had no employment, 10
who had been arrested once before, 86
twice before, 19
three times, 6
who had never been arrested before, 84
Total, 585

We commenced this year, as you will see by the foregoing tables, with two hundred and eighty-one boys, and have received the past year ending September 30, 1869, one hundred and ninety-five. Of the above number, one hundred and seventy-four were received on board the "G. M. Barnard," and twenty-one on board the "Massachusetts;" and of the two

hundred and six boys discharged from this institution, one hundred and nineteen were from the "G. M. Barnard," and eighty-seven from the "Massachusetts." Sixty-four boys have been transferred from the "G. M. Barnard" to the "Massachusetts" during the year, and two returned to the "G. M. Barnard."

Of the two hundred and seventy boys in this institution October 1, 1869, one hundred and forty-four are on the "G. M. Barnard," and one hundred and twenty-six on the "Massachusetts." Two of our number have died of consumption (in the hospital on shore,) the past year. The year now closing has been one of average prosperity and success. The health of the boys has been good. The disappearance of sore eyes, except in cases where the disease is inherited is very remarkable.

Our school has gone on as steadily as possible. It has been my great aim to have the boys improve every moment of their school privileges. The progress they make will be seen by the teachers' report. The general work of moral and social elevation of the boys has been equal to that of any former year. Among the many visitors to the School Ship, different opinions are formed as to the character of our work and the appliances best suited to the attainment of the end in view. It is only by actual contact with this class of boys, and long experience in their management, that the best method of treatment is to be ascertained. Some persons see in every boy vastly more good than evil; and consider all of them unfortunate rather than vicious boys. They imagine that mild and benevolent efforts will accomplish the reformation in all classes. Certainly, too much interest cannot be felt in these and other young persons thus situated. But different dispositions and characters require different management to accomplish the same end. I am more and more convinced that this institution is accomplishing well the work for which its projectors designed it. In judging of the success of any school or establishment, for correction and discipline, we should not cite a few who have attained to positions of distinction and prosperity in life, nor on the other hand those who have fallen to the practice of crime. Allowing then those extremes to offset each other, it seems to me we shall find the middle class who have been greatly aided by the influence of this institution in their elevation to respectable though hum-

ble positions in society, and to industrious and moral life, to be large.

The cruises of the ship during the summer produce the best effect on the boys. Religious services have been well sustained on the Sabbath, the instruction has been appropriate and I trust beneficial.

The generous public has placed us under renewed obligations by continued gifts, sympathy and encouragement.

Hon. Geo. B. Upton gave a magnificent entertainment to the boys at his summer residence at Beverly Farms, which we all have occasion long to remember. Our thanks are due also to Geo. M. Barnard, Esq., for a liberal supply of books to replenish our library; to Wm. T. Adams, Esq., for a set of "Oliver Optic's" works, and to others for books and religious publications of various kinds.

Mrs. Geo. M. Barnard should have our grateful acknowledgments, for so frequently anticipating the wants of the boys, and supplying them with oranges, apples, peaches, &c., &c. We would remember the kindness of E. W. Kingsley, Esq., for an abundant supply of candy for all the boys on Christmas.

The "Geo. M. Barnard" has been this year thoroughly overhauled, and new masts and yards supplied where needed, standing rigging refitted, and everything put in good condition for sea service. Our upper deck, however, is badly worn, and I would recommend that a new deck which is so much needed be laid as soon as next spring.

Unfortunately during our August cruise near Cape Cod, in thick fog, we came in collision with the steamer "Wm. Kennedy," which damaged the "Barnard" to the amount of about \$1,700.

It gives me pleasure to testify to the faithfulness of my officers.

With renewed obligations to you, gentlemen, for your support in my official duties, I submit to you this my Tenth Annual Report.

RICHARD MATTHEWS,

Superintendent.

SCHOOL-SHIP "G. M. BARNARD," BOSTON HARBOR, }
September 30, 1869. }

List of Salaried Officers of the "Geo. M. Barnard" and their Salaries.

Richard Matthews, <i>Superintendent,</i>	. . .	\$2,000 00
Sidney Brooks, <i>Teacher,</i>	. . .	1,200 00
Asa Blaney, <i>First Officer,</i>	. . .	900 00
Benjamin F. Russell, <i>Second Officer,</i>	. . .	600 00
Edward Delancy, <i>Third Officer,</i>	. . .	480 00
Ellis Seals, <i>Steward,</i>	. . .	480 00
Simeon Shepard, <i>Cook,</i>	. . .	480 00
Niles Lund, <i>Carpenter,</i>	. . .	480 00
William Grant, <i>Captain Berth Deck,</i>	. . .	384 00
John Adams, <i>Captain Mess Deck,</i>	. . .	360 00
John Harrington, <i>Coxswain,</i>	. . .	360 00
Alexander Phillips, <i>Watchman,</i>	. . .	360 00
Harry Bruen, <i>Watchman,</i>	. . .	360 00
Gideon H. Perry, <i>Assistant Teacher,</i>	. . .	60 00

TEACHER'S REPORT.

To the Trustees of the Massachusetts Nautical School.

GENTLEMEN:—The fourth year's experience in our work, though differing but little from that of the former years, has been such as frequently to suggest the saying of the philosopher regarding the material world: "That which we know is little; that which we do not know is immense."

If the work of the teacher were simply to impart knowledge, and could there be successful teaching without discipline, then the field of labor and of study in this branch of social science, would be limited; and the great object of this institution might be neglected.

We are led, in this Report, to notice, first, the careful attention required to the boys' habits of study and recitation. Adopting for our motto, that whatever is done must be well done, each boy has been assigned to the class in which he could recite fluently, though the exercise involved the mere reading of figures or spelling of the shortest words. The ambition of the pupil and his rapid progress has generally been elicited by this simple rule; the propensity of the lazy boy being constantly guarded against, of first concealing his ability to learn and afterwards making a fair recitation without knowing his lesson, by some ingenious device or telegraphic signals from accomplices. The magic power of force in some cases of dullness is among the discoveries of the past year.

Assuming that discipline is something more than the subjecting of one will to another, and that a real improvement in the character of the boy is only produced by motives addressed to his sense of propriety and justice and the awakening of the kindlier social feelings, we have noticed more particularly an element of reformation in *stated business transactions* between

the boys and the teacher. These are *money transactions*, on a small scale, and seem to be no less a reformer of boys than an acknowledged civilizer of mankind. Nearly all the boys improve the privilege of writing to their friends. Stationery and stamps that are furnished them from home are kept for them and issued on writing day. But most of the boys procure them at the time, drawing on their deposits which they have—to a very small amount—in the hands of the teacher. Besides his paper, stamps, and envelopes, the boy may procure from this fund, newspapers, nice soap, which gives him a pride of keeping extra clean, blacking for his shoes, rubber buttons out of which to make finger rings, beads and wire for rings and necklaces, and fine lines for making “sennits”—all which keep them from idleness in their leisure hours and also divert many minds that would otherwise be given to sloth and despondency. A stated time each week being given exclusively to the boys’ accounts, each one is brought in contact with the teacher in a pleasant relation, his pride and self-respect are fostered, habits of economy are inculcated and the dullest boy becomes wonderfully intelligent in reckoning up his own dues.

It is thus by rigid exactions on the one hand, in regard to lessons, deportment, and all duties; and by the use of motives to secure the concurrence of the will and interested attention of the boys on the other, that results both gratifying to the teacher and pleasing to the pupils have been obtained. The training of this class of boys suggests constantly a complicated and delicate instrument or machine, which is easily put out of adjustment, but with watchful care and engineering will perform admirably its appointed end.

The principle of the Commutation law, so generally adopted in penal institutions, has been of great influence in a certain form. The delinquencies of the scholars in regard to “whispering,” “idleness,” “out of position,” “unnecessary noise,” etc., are supposed to be faithfully daguerreotyped on the tablets of the monitors. The fact that they generally dread to get many marks, and consider it a great favor to get a mark removed, shows that there is much left in their love of character to build upon, aside from the motive of an earlier discharge.

The question so often asked by visitors and by ourselves, “Are these boys really reformed, and what proportion of them?”

will be ere long solved by statistics now being carefully collected by a State officer. But enough is observed every day for ample encouragement. As well might the farmer toil to expect only empty granaries in autumn as that those who, with the promise of the rains and dews of heaven, go forth "bearing the precious seed" of instruction should be doomed to disappointment.

It would not be justice to the Institution, nor to the inmates, to omit the mention of another class of motives that have mingled with those already named. While the penitentiaries and insane asylums of our land own the power of religion, it would be monstrous to neglect this element in the training of youth. And there is no doubt that, in the midst of the precocious wickedness existing here, religious sentiments enter into the motives and purposes of many regarding their future character and life.

Respectfully submitted.

SIDNEY BROOKS.

ASSISTANT-SUPERINTENDENT'S REPORT.

To the Trustees of the Massachusetts Nautical School.

GENTLEMEN :—I invite your attention to a brief report of the school established on board the "Massachusetts."

Boys on board October 1, 1868,	130	
received from the "Geo. M. Barnard,"	64	
received from the courts,	20	
received by return from desertion	1	
Whole number during the year,	—	215
Boys shipped on voyages at sea,	37	
discharged on probation,	41	
sent to the House of Correction,	4	
deserted.	3	
died,	2	
transferred to the "Geo. M. Barnard,"	2	
on board October 1, 1869,	126	
	—	215

The same method of classification as formerly used has been followed, and instruction has been given as usual, with perhaps a slight change in giving more prominence to object teaching.

Our cruises have been numerous, and the boys have proved themselves handy and active. In working ship and performing other service, fifteen boys occupy positions as petty officers with the best results.

The generous and considerate kindness of the public has been a perpetual encouragement to officers and pupils, and is here acknowledged with the warmest gratitude.

All public institutions, whether of religion, education or charity, must depend in a great measure for success upon the warm and cordial sympathy and interest of the community in which they are established; and in a reformatory, where chil-

dren of an impressible age are held by restraint, the highest and best idea of society, of its claims and its benefits, is most readily acquired by actual contact with persons whose visits are prompted by motives beyond the suspicion of interest—who seek the unfortunate only to do them good.

It is a just objection to institutional life that it unfits or but indifferently prepares for the proper discharge of the varied duties of that social life which so greatly promotes morality, virtue and happiness.

This difficulty, if not entirely overcome, is greatly mitigated by outside voluntary religious instruction, Sunday school labors, frequent visits, and the countless methods in which real kindness manifests itself.

These varied labors and evidences of good will and Christian interest on the part of our many friends, are recognized as among the most pleasing features and powerful aids of an arduous and delicate work.

The coöperation and fidelity of the officers and crew have produced satisfactory results; and discipline has been easily maintained.

Respectfully submitted.

M. L. ELDRIDGE,

Assistant-Superintendent and Teacher.

SCHOOL SHIP "MASSACHUSETTS," NEW BEDFORD HARBOR, }
September 30, 1869. }

*List of Salaried Officers on board the "Massachusetts, and
their Salaries.*

M. L. Eldridge, <i>Asst. Sup't and Teacher,</i>	.	.	\$1,600 00
Geo. P. Smith, <i>First Officer,</i>	.	.	900 00
Wm. Jenkins, <i>Second Officer,</i>	.	.	600 00
W. S. Perry, <i>Third Officer,</i>	.	.	480 00
Andrew Grier, <i>Carpenter,</i>	.	.	480 00
W. S. Tilghman, <i>Steward,</i>	.	.	480 00
John Jones, <i>Cook,</i>	.	.	420 00
Reuben C. Harps, <i>Captain Berth Deck,</i>	.	.	360 00
Geo. D. Whitney, <i>Captain Mess Deck</i>	.	.	360 00
L. W. Colson, <i>Coxswain,</i>	.	.	360 00
M. B. V. Hammond, <i>Seaman,</i>	.	.	360 00
Lyman Jenney, <i>Seaman,</i>	.	.	360 00
A. A. Eldridge, <i>Teacher,</i>	.	.	400 00
S. E. Byam, <i>Assistant-Teacher,</i>	.	.	60 00